

[PRICE \$2½ PER MONTH]

INTIMATIONS


HONGKONG, CHINA, WAR DEPARTMENT CONTRACT.
NOTICE TO CONTRACTORS.

TENDERS are invited from Persons desirous of Contracting for the Performance of Various Works required in the construction of Batteries at Stonecuttar's Island and Belcher Point.

The Contract to be based on the War Department Schedule of Prices for Artificer's work already applicable to the Station.

The printed Schedules with Terms of Contract and Forms of Tender and any further information necessary may be obtained by application to the Government Surveyor, Royal Engineer Office, Queen's Road, between the Hours of 10 a.m., and 3 p.m. Daily.

A sum of Five Dollars will be charged for each Copy of the Schedule, which will be refunded

transferred to the Royal Engineer's Office, with
one month of the date of issue

Teachers to be addressed up to 12 o'clock
on Thursday, 25th September, to the
Senior Commissariat Officer, Hongkong, a
marked on the outside of the envelope "Tend
for Work at Stoncator's Island" or "Bishop
Point," as the case may be.

The Secretary of State for War does not
bind himself to accept the above or any Tenders
(Sd) E. WALKER
Colonel, C.B.E.

R. E. Office,
Hongkong, 16th September, 1884. (17)

FOR SHANGHAI.

THE Steamship
"OOPAK."

the above Port. TO-DAY, the 16th inst
at Noon.
For Freight, &c., apply to
AENHOLD, KARBERG & Co.
Agents.
Hongkong, 15th September, 1884. [11
FOR SHANGHAI
The Steamship
"BERDINGTON"

above Port TO-DAY, the 16th instant.
Noon.
For Freight or Passage, apply to
SIEMSEN & Co
Agents.
Hongkong, 16th September, 1884.
FOR BANGKOK DIRECT.

SHIP COMPANY, LIMITED.
THE Company's Steamship
"DANUBE."
 Captain J. Newton, will be despatched for
 above Port on **THURSDAY**, the 19th inst at
 Eleven A.M.
 For Freight or Passage, apply to
YUEN-FAT HONG
 Agents,
 Hongkong, 16th September, 1894. [1]
FOR SHANGHAI.
 (Taking Cargo and Passengers at through rates
 for NINGPO, CHEFOO, TIENTSIN, NEWCHIAI,
 HANKOW, and Ports on the YANGTSE

"FUSHUN."
Captain Crowd, will be despatched for
above Port on **FRIDAY**, the 19th instant
Noon.

For Freight or Passage, apply to
RUSSELL & CO
Hongkong, 15th September, 1894. [1]

"CASTLE" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL
The Steamship
"GOEDON CASTLE"
Rowell, Commander, will be despatched for

FOUR P.M.
 For Freight or Passage, apply to
 ADAMSON, BELL & CO
 Agents.
 Hongkong, 16th September, 1884. [1
 OCEAN STEAMSHIP COMPANY.
 FOR LONDON VIA SUEZ CANAL
 THE Company's Steamship
 "ANTENOR."
 Captain Bragg, will be despatched as at

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents,
Hongkong, 15th September, 1884.

**CHINA NAVIGATION COMPANY
LIMITED.**

**FOE SYDNEY AND MELBOURNE
DIRECT.**

(Calling at Port Darwin and Queensland
Ports, and taking through Cargo to New
Zealand.)

Through Passage Tickets granted to Port
Moreby, New Guinea.

THE Steamship

"TAMSLI"

Captain Vardin, will be despatched as a
on MONDAY, the 22nd instant.

This vessel has unusually good Cabin Accom-
modation, situated mainly upon the upper
deck.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents,
Hongkong, 16th September 1884.

AUSTRO-HUNGARIAN LLOYD'S

STEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN, SUEZ,
PORT SAID, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA,
PERSIAN GULF PORTS, ODESSA, and the
MEDITERRANEAN PORTS).
The Company's Steamship
"ELECTRA,"
Captain G. Sturli, will be despatched as above
on or about the 27th instant, at Noon.
For further Particulars, apply to
J. H. COOPER & CO.

Hongkong, 15th September, 1884.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"THIBET"
will leave for the above place on **SATURDAY**, the 27th instant, at **NOON**.

Hongkong, 16th September, 1884.

STEAM TO SHANGHAI.
THE P. & O. S. N. Co's Steamship
"ANGONA"

after her arrival with the English Mail.
A. McIVER,
Superintendent
Hongkong, 16th September, 1884.

FROM 1st October—A Commodious B
ROOM, with Bath Room attached, a
the level of Queen's Road.
Apply, by letter, to E.M.
Office of this Paper
Hongkong, 6th September, 1884.

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSARY
CHEMISTS
By Appointment to His Excellency the Governor and His Royal Highness the Duke of Edinburgh.
WHOLESALE AND RETAIL DRUGGISTS

PATENT MEDICINE VENDORS.

DRUGGISTS' SUPPLIES
AND
PREPARED WATER MAKERS
SHIPS' MEDICINE CHESTS REFITTED
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON AND CO., or—
HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.
Communications to Editors should be addressed to "The Editor," and those on business to "The Manager," and not to individuals by name.

Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.
Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until re-ordered.
Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, SEPTEMBER 16TH, 1884.

The question to which our correspondent "Favorit" directs attention is an important one, and one that calls for immediate inquiry. Nor is it one that affects the residents at the Peak alone. If, as "Favorit" intimates, most of the noxious matter from the houses on the heights finds its way down the streams, there is good reason to fear that the water supply of Victoria is contaminated.

The residences on the hills are nearly all situated on the south side of the island and any drainage allowed to escape from them will necessarily flow down the slopes. The night soil, of course, or ought to be, removed in the same manner as in the City of Victoria, and the idea that the work is shirked by the coolies employed for the purpose is far from reassuring. We do not know how the coolies who perform the work are engaged, or whether the scavenging contractor is responsible for the removal of the night soil, but it clearly is a matter that comes within the province of the Sanitary Board, and we trust that they will at once take effective measures to prevent the possibility, in the future, of any unlawful disposal of sewage matter. At the same time, the Board would do well to make a thorough examination of all the drains at the Peak in order to ascertain whether any of them are directed as to contaminate the Pokfulam reservoir. It is of vital importance to the health and well-being of the Colony that its water supply should be preserved free from impurities, and the Sanitary Board will best justify its *raison d'être* by making searching investigations into these matters.

Unpleasantly black and slimy matter has, we are assured, been frequently observed slowly trickling down the hill sides from remedied houses. How these defects can be remedied is a question the Sanitary Board must not be too slow to solve, but it is sufficient obvious that the drainage of the Peak must not be accomplished at the expense of the dwellers at its foot, nor should it be allowed to cause evil-smelling cesspools in the hollows and among the gorges.

The damage done by the typhoon to the different wharves and piers has served to illustrate afresh the insufficiency of the landing accommodation in this port. Deducting the various private wharves, many of which are kept for their owners' purposes, there are not more than six or seven piers devoted to the use of the general public. The first of these, the Murray Wharf, is out of the way for most passengers, and Podd's Wharf, which, *par excellence*, the most conveniently situated of all landing places, is miserably inadequate for the traffic. When, however, in consequence of the havoc made by the gale at this central pier, the steam launches had to make use of Pottinger Wharf, as was the case from Wednesday night last to Monday morning, the poverty of the wharf accommodation in the centre of the town was rendered more than ever conspicuous. The Government have shown laudable alacrity in repairing Podd's Wharf, and the repairs are being conducted in such a manner as to indicate that they are of a temporary character, leading us to indulge the hope that a new wharf is in early contemplation. This hope has, however, unfortunately been raised on several previous occasions. A few years since expectation ran high in consequence of a series of soundings being taken alongside the present and a new pier was erected. But that scheme, for some reason or other, was abandoned, or else deferred, like all public works under the Honorable régime, to a more convenient season. Since then the wharf has been repeatedly patched and thus held together, but no positive steps have been taken that we are aware of to supersede it by a pier worthy of the port and capable of meeting the wants of the traffic. Its report on the Estimates for 1885 the Finance Committee of the Legislative Council said:—"The Committee unanimously considers that an estimate for a new pier at the foot of Podd's Wharf should be included in the estimate of extraordinary works to be brought forward by the Surveyor-General." The work is in contemplation, doubtless, but the public would be better pleased to see it come into the domain of actuality, for a new wharf is urgently needed, and the inconvenience experienced is felt daily. Podd's Wharf, whether built of wood, granite, or iron, should be fully twice the length of the present

structure, and should have a double flight of landing steps at the end and at each side. It should be possible for three or four steam launches to come alongside at the same time, and one flight of steps should be reserved for the use of house boats and sampans. Unless the accommodation at Podd's Wharf can be thus materially increased, a supplementary wharf should be constructed near it to relieve the pressure of the traffic.

The Hon. W. Kewick has gone to Japan for a tour.

The German corvette *Prinz Adalbert* arrived at Wessing from Foochow on the 7th instant.

The American corvette *Ossipee*, Captain J. J. McMillan, left here yesterday morning for Shanghai.

The Agents (Messrs. Melchers & Co.) inform us that the American flag ship *Albatross* is expected from Trieste, left Singapore for this port on Sunday morning.

The U. S. corvette *Albatross*, with Admiral Davis on board, arrived at Shanghai from Foochow on the 9th inst. Admiral Davis has hoisted his flag on board the *Trenton*.

The Agent informs us that the Messageries Maritimes steamer *Duchesse* left Saigon at 8 a.m. on Sunday for Hong Kong, and the *Albatross* will be brought on by the *British*.

The gunner who struck *La Colombe* at the battle of Tientsin, the Chinese army by the name of King, and he has been rewarded for his deed with a brevet of the third rank (light blue button) and the 6th—*Courier*.

The *Corier* hears that the *Tsai* has received despatches from H. E. Tseng Kuo-han ordering him to request His Excellency "M. de Kewick" to leave Shanghai within a specified time.

The *Sin-poo* hears that Li Chung-fang has memorialized the Throne to allow the reopening of the office of the sale of official business which was ordered to be closed in 1882.

The *Beaufort* of St. Petersburg urges the use of the opportunity of the present competition between France and China to recover Kailash, maintaining that the Russian Government cannot possibly remain as idle as it is at the present time.

An American paper says:—"The Northern Pacific Railroad Company has sent an agent to Hong Kong to ascertain how much business can be obtained for a line of steamers from Hong Kong to Peking and Shanghai in connection with its line. If the report is favorable, London agent will start the line. It is claimed that the route proposed is much shorter, and for that reason much better than the old."

Her Majesty the Empress, says the *Sin-poo*, has rewarded the officers and soldiers who fought bravely at the battle of Tientsin. The French, Prince King, H. E. Li Lan San, Chang-feng, and several other officers have been rewarded with medals and orders. The Empress has also rewarded the soldiers who fought bravely at the battle of Tientsin.

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Owing to the pressure upon our space the Commercial Intelligence, &c., will be found on our fourth page.

Consequence on the Hon. F. Stewart assuming the title of Acting Colonial Secretary, Mr. J. H. Stewart-Looker will act as Registrar-General.

Navigating Sub-Lieut. Godfrey Hubbard, of the British gunboat *Zephyr*, who was seriously wounded by a shell fired by Chinese from the forts in the Kimpai Pass on the 5th instant, has been promoted to the rank of Lieutenant.

The German steamer *Decima* went round to Aberdeen docks on Sunday, and the British steamer *Suez* goes there tomorrow. The German steamer *Atlanta* went over to London today.

The French frigate *Atlanta*, which arrived here on Sunday afternoon, when passing Chong Chai, had a large trading junk off its island bound for Hong Kong, but the junk kept on its course, and two boats thereupon put out to sea. The French frigate fired at the junk, and the junk was destroyed.

Not much time has been lost in tracing the Chinese who committed the outrage on the Rev. A. Elwin on Thursday night. The Chinese who committed the outrage have been traced, and some of the articles, notably Mr. Elwin's pocket-book, have been recovered.

The *Sin-poo* states, in connection with this case, that the Chinese who committed the outrage were not a party to the case, but that they were a party to the case.

Referring to the flight of Chang Pei-lun to Kailash, the French frigate *Atlanta*, which arrived here on Sunday afternoon, when passing Chong Chai, had a large trading junk off its island bound for Hong Kong, but the junk kept on its course, and two boats thereupon put out to sea. The French frigate fired at the junk, and the junk was destroyed.

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THE KING OF ITALY AT NAPLES.
The King of Italy is at Naples, and remains there in opposition to the views of his Ministers. Great mortality from cholera continues at Naples.

DEPARTURE OF THE GOVERNOR FOR JAPAN.
His Excellency Governor Sir George Bowen, G.C.M.G., left here yesterday for Japan by the P. & O. steamer *Thetis*, being conveyed by the Government launch *Victoria* from the Murrumbidgee Pier at 11.15.

A correspondent writes to the *N. C. Daily News* that the Chinese officials have been in the habit of buying gun powder from the British Government. The price of the powder is high, and the Chinese officials are willing to pay a high price for it. The British Government is willing to sell the powder to the Chinese officials at a high price.

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1882, the date of entering into the bond, but even if it were so there was the fact that the debt of the bank was not paid.

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ant, William Boston, P. C. 101, said defendant and another having another man in Queen's road. He went and told them that was a constable. He got the other man

2.15 to 2.25
2.25 to 2.30
2.30 to 2.40

Pans, Black, per plant	\$2.50 to 2.50
Pans, Yellow, per plant	\$2.15 to 2.15
Pans, Green leaves, one plant	\$5.50 to 7.50
Board Arrows, per plant	\$1.50 to 1.50
Botany, "Moss, per plant	\$1.50 to 1.50
Autobahn, per plant	\$1.50 to 1.50
Chinoseros (Flora, per plant	\$2.50 to 3.00
Chinoseros Horn, Mother, per plant	\$2.50 to 2.50
Chinoseros, No. 1, per plant	\$1.50 to 1.50
Chinoseros, No. 2, per plant	\$1.50 to 1.50

10	Rio, Stain, milled No. 1, per cwt.	\$1.40 to 1.43
11	Rio, Stain, milled No. 2, per cwt.	1.37 to 1.39
12	Rio, Stain, milled No. 3, per cwt.	1.35 to 1.37
13	Rio, Stain, milled No. 4, per cwt.	1.33 to 1.35
14	Rio, Stain, milled No. 5, per cwt.	1.31 to 1.33
15	Rio, Stain, milled No. 6, per cwt.	1.29 to 1.31
16	Rio, Stain, milled No. 7, per cwt.	1.27 to 1.29
17	Rio, Stain, milled No. 8, per cwt.	1.25 to 1.27
18	Rio, Stain, milled No. 9, per cwt.	1.23 to 1.25
19	Rio, Stain, milled No. 10, per cwt.	1.21 to 1.23
20	Rio, Stain, milled No. 11, per cwt.	1.19 to 1.21
21	Rio, Stain, milled No. 12, per cwt.	1.17 to 1.19
22	Rio, Stain, milled No. 13, per cwt.	1.15 to 1.17
23	Rio, Stain, milled No. 14, per cwt.	1.13 to 1.15
24	Rio, Stain, milled No. 15, per cwt.	1.11 to 1.13
25	Rio, Stain, milled No. 16, per cwt.	1.09 to 1.11
26	Rio, Stain, milled No. 17, per cwt.	1.07 to 1.09
27	Rio, Stain, milled No. 18, per cwt.	1.05 to 1.07
28	Rio, Stain, milled No. 19, per cwt.	1.03 to 1.05
29	Rio, Stain, milled No. 20, per cwt.	1.01 to 1.03
30	Rio, Stain, milled No. 21, per cwt.	0.99 to 1.01
31	Rio, Stain, milled No. 22, per cwt.	0.97 to 0.99
32	Rio, Stain, milled No. 23, per cwt.	0.95 to 0.97
33	Rio, Stain, milled No. 24, per cwt.	0.93 to 0.95
34	Rio, Stain, milled No. 25, per cwt.	0.91 to 0.93
35	Rio, Stain, milled No. 26, per cwt.	0.89 to 0.91
36	Rio, Stain, milled No. 27, per cwt.	0.87 to 0.89
37	Rio, Stain, milled No. 28, per cwt.	0.85 to 0.87
38	Rio, Stain, milled No. 29, per cwt.	0.83 to 0.85
39	Rio, Stain, milled No. 30, per cwt.	0.81 to 0.83
40	Rio, Stain, milled No. 31, per cwt.	0.79 to 0.81
41	Rio, Stain, milled No. 32, per cwt.	0.77 to 0.79
42	Rio, Stain, milled No. 33, per cwt.	0.75 to 0.77
43	Rio, Stain, milled No. 34, per cwt.	0.73 to 0.75
44	Rio, Stain, milled No. 35, per cwt.	0.71 to 0.73
45	Rio, Stain, milled No. 36, per cwt.	0.69 to 0.71
46	Rio, Stain, milled No. 37, per cwt.	0.67 to 0.69
47	Rio, Stain, milled No. 38, per cwt.	0.65 to 0.67
48	Rio, Stain, milled No. 39, per cwt.	0.63 to 0.65
49	Rio, Stain, milled No. 40, per cwt.	0.61 to 0.63
50	Rio, Stain, milled No. 41, per cwt.	0.59 to 0.61
51	Rio, Stain, milled No. 42, per cwt.	0.57 to 0.59
52	Rio, Stain, milled No. 43, per cwt.	0.55 to 0.57
53	Rio, Stain, milled No. 44, per cwt.	0.53 to 0.55
54	Rio, Stain, milled No. 45, per cwt.	0.51 to 0.53
55	Rio, Stain, milled No. 46, per cwt.	0.49 to 0.51
56	Rio, Stain, milled No. 47, per cwt.	0.47 to 0.49
57	Rio, Stain, milled No. 48, per cwt.	0.45 to 0.47
58	Rio, Stain, milled No. 49, per cwt.	0.43 to 0.45
59	Rio, Stain, milled No. 50, per cwt.	0.41 to 0.43
60	Rio, Stain, milled No. 51, per cwt.	0.39 to 0.41
61	Rio, Stain, milled No. 52, per cwt.	0.37 to 0.39
62	Rio, Stain, milled No. 53, per cwt.	0.35 to 0.37
63	Rio, Stain, milled No. 54, per cwt.	0.33 to 0.35
64	Rio, Stain, milled No. 55, per cwt.	0.31 to 0.33
65	Rio, Stain, milled No. 56, per cwt.	0.29 to 0.31
66	Rio, Stain, milled No. 57, per cwt.	0.27 to 0.29
67	Rio, Stain, milled No. 58, per cwt.	0.25 to 0.27
68	Rio, Stain, milled No. 59, per cwt.	0.23 to 0.25
69	Rio, Stain, milled No. 60, per cwt.	0.21 to 0.23
70	Rio, Stain, milled No. 61, per cwt.	0.19 to 0.21
71	Rio, Stain, milled No. 62, per cwt.	0.17 to 0.19
72	Rio, Stain, milled No. 63, per cwt.	0.15 to 0.17
73	Rio, Stain, milled No. 64, per cwt.	0.13 to 0.15
74	Rio, Stain, milled No. 65, per cwt.	0.11 to 0.13
75	Rio, Stain, milled No. 66, per cwt.	0.09 to 0.11
76	Rio, Stain, milled No. 67, per cwt.	0.07 to 0.09
77	Rio, Stain, milled No. 68, per cwt.	0.05 to 0.07
78	Rio, Stain, milled No. 69, per cwt.	0.03 to 0.05
79	Rio, Stain, milled No. 70, per cwt.	0.01 to 0.03
80	Rio, Stain, milled No. 71, per cwt.	0.00 to 0.01
81	Rio, Stain, milled No. 72, per cwt.	0.00 to 0.00
82	Rio, Stain, milled No. 73, per cwt.	0.00 to 0.00
83	Rio, Stain, milled No. 74, per cwt.	0.00 to 0.00
84	Rio, Stain, milled No. 75, per cwt.	0.00 to 0.00
85	Rio, Stain, milled No. 76, per cwt.	0.00 to 0.00
86	Rio, Stain, milled No. 77, per cwt.	0.00 to 0.00
87	Rio,	

Peppor, Black, per picul	\$138	to 140.50
Rattan, Straits, per picul	\$8.75	to 9.50
Rattans, Bangar, per picul	\$4.25	to 4.65
Sandal Wood, South Borneo, per picul	\$1.25	to 1.50
Sandal Wood, South Borneo, per picul	\$17.50	to 17.50
Sapan Wood, Manila, per picul	\$12.45	to 14.65
Sapan Wood, Siam, per picul	\$2.25	to 2.85
Sugar, Shokdown, White, No. 1, per picul	\$9.25	to 9.65
Sugar, Shok-lauk, White, No. 2, per picul	\$9.75	to 10.25
Sugar, Shok-lauk, White, No. 3, per picul	\$10.50	to 10.80
Sugar, Shok-lauk, White, No. 4, per picul	\$11.50	to 12.00
Sugar, Shok-lauk, White, No. 5, per picul	\$12.50	to 13.00
Sugar, Shok-lauk, White, No. 6, per picul	\$13.50	to 14.00
Sugar, Shok-lauk, White, No. 7, per picul	\$14.50	to 15.00
Sugar, Shok-lauk, White, No. 8, per picul	\$15.50	to 16.00
Sugar, Shok-lauk, White, No. 9, per picul	\$16.50	to 17.00
Sugar, Shok-lauk, White, No. 10, per picul	\$17.50	to 18.00
Sugar, Shok-lauk, White, No. 11, per picul	\$18.50	to 19.00
Sugar, Shok-lauk, White, No. 12, per picul	\$19.50	to 20.00
Sugar, Shok-lauk, White, No. 13, per picul	\$20.50	to 21.00
Sugar, Shok-lauk, White, No. 14, per picul	\$21.50	to 22.00
Sugar, Shok-lauk, White, No. 15, per picul	\$22.50	to 23.00
Sugar, Shok-lauk, White, No. 16, per picul	\$23.50	to 24.00
Sugar, Shok-lauk, White, No. 17, per picul	\$24.50	to 25.00
Sugar, Shok-lauk, White, No. 18, per picul	\$25.50	to 26.00
Sugar, Shok-lauk, White, No. 19, per picul	\$26.50	to 27.00
Sugar, Shok-lauk, White, No. 20, per picul	\$27.50	to 28.00
Sugar, Shok-lauk, White, No. 21, per picul	\$28.50	to 29.00
Sugar, Shok-lauk, White, No. 22, per picul	\$29.50	to 30.00
Sugar, Shok-lauk, White, No. 23, per picul	\$30.50	to 31.00
Sugar, Shok-lauk, White, No. 24, per picul	\$31.50	to 32.00
Sugar, Shok-lauk, White, No. 25, per picul	\$32.50	to 33.00
Sugar, Shok-lauk, White, No. 26, per picul	\$33.50	to 34.00
Sugar, Shok-lauk, White, No. 27, per picul	\$34.50	to 35.00
Sugar, Shok-lauk, White, No. 28, per picul	\$35.50	to 36.00
Sugar, Shok-lauk, White, No. 29, per picul	\$36.50	to 37.00
Sugar, Shok-lauk, White, No. 30, per picul	\$37.50	to 38.00
Sugar, Shok-lauk, White, No. 31, per picul	\$38.50	to 39.00
Sugar, Shok-lauk, White, No. 32, per picul	\$39.50	to 40.00
Sugar, Shok-lauk, White, No. 33, per picul	\$40.50	to 41.00
Sugar, Shok-lauk, White, No. 34, per picul	\$41.50	to 42.00
Sugar, Shok-lauk, White, No. 35, per picul	\$42.50	to 43.00
Sugar, Shok-lauk, White, No. 36, per picul	\$43.50	to 44.00
Sugar, Shok-lauk, White, No. 37, per picul	\$44.50	to 45.00
Sugar, Shok-lauk, White, No. 38, per picul	\$45.50	to 46.00
Sugar, Shok-lauk, White, No. 39, per picul	\$46.50	to 47.00
Sugar, Shok-lauk, White, No. 40, per picul	\$47.50	to 48.00
Sugar, Shok-lauk, White, No. 41, per picul	\$48.50	to 49.00
Sugar, Shok-lauk, White, No. 42, per picul	\$49.50	to 50.00
Sugar, Shok-lauk, White, No. 43, per picul	\$50.50	to 51.00
Sugar, Shok-lauk, White, No. 44, per picul	\$51.50	to 52.00
Sugar, Shok-lauk, White, No. 45, per picul	\$52.50	to 53.00
Sugar, Shok-lauk, White, No. 46, per picul	\$53.50	to 54.00
Sugar, Shok-lauk, White, No. 47, per picul	\$54.50	to 55.00
Sugar, Shok-lauk, White, No. 48, per picul	\$55.50	to 56.00
Sugar, Shok-lauk, White, No. 49, per picul	\$56.50	to 57.00
Sugar, Shok-lauk, White, No. 50, per picul	\$57.50	to 58.00
Sugar, Shok-lauk, White, No. 51, per picul	\$58.50	to 59.00
Sugar, Shok-lauk, White, No. 52, per picul	\$59.50	to 60.00
Sugar, Shok-lauk, White, No. 53, per picul	\$60.50	to 61.00
Sugar, Shok-lauk, White, No. 54, per picul	\$61.50	to 62.00
Sugar, Shok-lauk, White, No. 55, per picul	\$62.50	to 63.00
Sugar, Shok-lauk, White, No. 56, per picul	\$63.50	to 64.00
Sugar, Shok-lauk, White, No. 57, per picul	\$64.50	to 65.00
Sugar, Shok-lauk, White, No. 58, per picul	\$65.50	to 66.00
Sugar, Shok-lauk, White, No. 59, per picul	\$66.50	to 67.00
Sugar, Shok-lauk, White, No. 60, per picul	\$67.50	to 68.00
Sugar, Shok-lauk, White, No. 61, per picul	\$68.50	to 69.00
Sugar, Shok-lauk, White, No. 62, per picul	\$69.50	to 70.00
Sugar, Shok-lauk, White, No. 63, per picul	\$70.50	to 71.00
Sugar, Shok-lauk, White, No. 64, per picul	\$71.50	to 72.00
Sugar, Shok-lauk, White, No. 65, per picul	\$72.50	to 73.00
Sugar, Shok-lauk, White, No. 66, per picul	\$73.50	to 74.00
Sugar, Shok-lauk, White, No.		

5.20	Sugar Candy, Swatow, White, per picul.....	\$4.75 to 7.20
4.95	Sugar Candy, Swatow, White, per picul.....	\$2.60 to 7.70
5.20	Vermicelli, Fiontana, per picul.....	\$2.60 to 7.70
9.30	Wheat, Tientsin, per picul.....	\$2.15 to 2.28
9.10	Wheat, Japan, per picul.....	\$2.15 to 2.28
7.45	Wheat Oil, per picul.....	\$1.75 to 6.60
7.25	Window glass, per box.....	\$3.10 to 2.55

LAO	TONS	CONSIGNEES.	DESTINATION
MANILA			
10	Port of 1st SEPTEMBER, 1924.		
10	371	Yacoldis y Granados	

it. bk	803	Kor & Co	S. Peirson
it. bk	1897	G. Mackenzie & Co.	U. States
it. sh	1649	Posa, Hubbard & Co	
it. sh	1497	Ingham & Co	
ar. sh	1345	Kor & Co	Boston
ar. sh	1021	Kor & Co	
it. bk	918	F. Richardson & Co	Liverpool
ar. sh	1386	G. Mackenzie & Co	
it. sh	1193	Smith, Ball & Co	
ar. bk	617	Posa, Hubbard & Co	

IN PORT ON 22nd August, 1884.		
nr. bk	703	Paola, Inabelli & Co
nr. bk	312	Ker & Co
st. bk	697	Ker & Co
nr. bk	629	Ker & Co
al. bk	681	J. Carball
nr. sh	1131	Ker & Co

U. States
New York
Hongkong
Boston
U. States
Boston

ORBU.

IN PORT 24 TH AUGUST, 1884.		Liverpool
ric. sh	4498	J. Smith
pan. bk	512	J. Smith
BANGKOK.		
IN PORT ON 31 ST AUGUST, 1884.		
rik. bk	294	Uak Pak
rik. bk	432	Lie Nam Seng
am. bz	193	Chuan Poo
am. bk	261	Poh Chio Sio
at. bk	613	A. M. & Co.

am. bk	345	Pa. Hse
am. bz	173	Chinese
am. bz	208	Chinese Boh
am. bz	—	China So-east Phicom
am. bz	102	Chinese
am. bz	—	Myan. Sai
am. bz	454	Taiwan Sigs & Co
am. bk	387	P. T. & Co
am. bk	570	Pol. Tok
am. bk	339	Guan Guan
am. bk	327	Chinese
am. bk	321	Boh. Hse

GUNS.		R.F.	CAPTAIN.	WHERE AT
4	840		Com. Hicks	Chinking
14	1350		Captain Pearson	Amoy
14	2340		Captain Powlett	Foochow
14	2610		Capt. H. N. Hippisley	Shanghai
4	470		Lt.-Com. R. L. Groom	Tientsin

14	2540	Captain Austrother	Chefoo
4	920	Com. Laurence Ching	Niurpo
3	314	In reserve	Hongkeang
4	455	Lieut.-Com. Gamble	Chefoo
4	540	Capt. J. F. L. P. Maclear	Nagasaki
3	490	Com. John Hope	Shanghai
4	470	Lieut.-Com. McQuhar	Koachow
5	1050	Commander G. W. Hill	Singapore
4	430	Lt.-Com. R. B. C. Brenton	Foochow
4	370	Com. Hothan	Cruising
4	370	Com. Blackford	Singapore
6	170	Com. R. Kingham	Hongkong

12	2360	Capt. L. W. ...	Hongkong
5	1010	Commander Collins	Swatow
3	340	Lt.-Com. Chas. I. Briggs	Hongkong
20	—	Commodore Morant	Hongkong
2	1230	Lt.-Com. T. E. Maxwell	Hongkong
4	1450	In reserve	Hongkong
4	530	Lt.-Com. C. K. Hepo.	Pooshow

IN THE CHINA AND JAPAN SEASON.			
DUNS.	H.P.	CAPTAIN.	WHERE AT.
			Hongkong

7	—	Captain Treva	Hong Kong
7	340	Captain Schanz	Nagasaki
5	250	Commander Caillard	Saigon
—	—	Captain Westry	Shanghai
4	800	Commander J. C. Baretz	Canton
—	—	Captain Zuloa	Amoy
—	—	Capt. M. de F. Jonquères	—
14	—	Capt. Parayon	Keelung
—	—	Captain Boulleau	Foochow
—	—	Captain Aociniu	Shanghai
—	—	Capt. F. de Costa Cabral	Hongkong
15	—	Captain Comolombaud	Formosa

1	—	Captain Ferrat	Keelung
2	—	Captain Morot de Pagnac	Foochow
3	800	Commander A. S. Barker	Vladivostok
4	80	Captain Kolthoff	Shanghai
5	80	Commander Stark	Hongkong
6	340	Lieut. Com. Rotger	Ningpo
7	900	Com. P. F. Harrington	Hongkong
8	—	Captain Fournels	Keelung
9	—	Captain Blouet	Shanghai
10	100	Captain Debar	Kobe
11	8000	Captain Grenquist	Foochow
12	—	Captain Hagen	—

6	750	Com. F. J. McElhinney	Vladivostok
7	80	Commander Eyle	Shanghai
13	250	Captain Kalaganes	Shanghai
4	600	Captain Asashiro	Shanghai
7	80	Commander Valmont	Chifoo
13	250	Capt. B. Ivashentzoff	Rio de St. Sai
8	800	Capt. J. J. McElhinney	Szatow
6	500	Com. G. D. B. Glidden	Cruising
—	—	Captain Thoaquina	Foochow
14	\$800	Captain Honeing	Korea
8	250	Captain Pajarsky	Cruising
—	—	Captain W. Nonin	

—	—	Captain Blazodareff	Race
7	89	Commander Boyle	Tientsin
18	500	Captain von Nestitz	Shanghai
—	—	Capt. Avila	Macao
—	—	Commander Hook	Vladivostok
14	—	Captain Phytian	Shanghai
14	—	Captain Baux	Keelung
—	—	Commodore Lagerbey	Yokohama
3	1500	Capt. D. B. Batron	Manila
15	600	Captain Vивиelli	Crisisling
—	—	Captain Picard	Keelung
—	—	Captain C. A. Gigan	Hongkong

GUNBOAT SQUADRON.			
TONS	TONS	H.P.	COMMANDER.
7	250	75	—
2	30	20	—
3	80	17	—
3	250	75	J. Stewart

4	180	60	F. Bossard	Canton
4	—	—	—	Hongkong
4	—	—	—	Hongkong
4	—	—	—	Hongkong
4	562	125	Ohow Shoi	Canton
4	130	40	Lie-ping-tie	Canton
2	—	—	Yang Yuen Lin	—
2	120	40	Chinese Admiral	Bogue Forts
3	100	40	Ching	Bogue Forts

Wagon 210000. Wytheham Street, Hongkong.

100-443886-100